been sanctioned. The work is planned to be executed in phases and work on first phase has already started.The entire work is expected to be completed in eight to ten years, subject to availability of resources.

Second BG line from New Jalpaiguri to Tinsukia

1803. DR. (SMT.) JOYASREE GOSWAMI MAHANTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the existing single rail track from New Jalpaiguri to Guwahati is capable of meeting the goods traffic requirement of all the North-Eastern States;

(b) if not, what alternative proposal is being considered by Government for quick movement of goods traffic to and from the regions; and

(c) whether Government would consider to lay a second broad- gauge line up to Tinsukia in Assam for effectively handling the railway traffic in the North-Eastern region; if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Railways are meeting the goods traffic requirement of all the North Eastern States adequately. However, there is capacity constraint on the single line track between New Jalpaiguri and Guwahati. In order to over come this costraint, Railways are converting New jalpaiguri-Siliguri-New Bongaigaon Metre Gauge line to Broad Gauge and constructing a New Line from Jogighopa to Guwahati. With the completion of these works, an alternative route from New Jalpaiguri to Guwahati will become available.

(c) Number of trains presently being run on the section or projected to run in near future does not justify laying an additonal line between Guwahati and Tinsukia. However, following line capacity and communication improvement works are being undertaken on the section to enable the Railways to optimise the line capacity utilisation on the single line section.

1. Installation of Tokenless Block Instruments at 26 stations between Guwahati and Lumding.
2. Dhalphukuri—Conversion to Crossing Station.
3. Tetelia—Conversion to Crossing Station.
4. Thakurkuchi—Conversion to Crossing Station.
5. Barahu—Conversion to Crossing Station.

6. Lumding—Guwahati—Changsari—Replacement of overhead and block communication by optical fibre cable.

7. Lumding—Guwahati—Replacement of Semaphore signalling system by colour light signalling system.

8. Lumding—Furkating—Replacement of overhead control and block communication alignment.

Double Rail Line on Ghaziabad—Moradabad Route

1804. SHRIMATI MALTI SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to lay a double line on Ghaziabad—Moradabad route; if so, the time schedule and if not, the reasons therefor;

(b) whether Government are aware that passenger and goods trains both run late by several hours due to single rail line, resulting in delay in the transportation of goods;

(c) if so, whether Government propose to make specific provision in the budget to convert this line in the next two years; and

(d) if not, the reasons therefor?.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIG VIJAY SINGH): (a) Work is currently in progress in two phases of the project i.e. Ghaziabad-Hapur and Amroha—Moradabad. The remaining section would be taken up in the coming years.

(b) Yes, Sir.

(c) and (d) The work would be completed in the coming years as per availability of resources. The proposed outlay for the two phases already taken up is Rs. 23 crs. in the year 2000-2001.

Operation of trains through Electricity, Diesel and Coal

† 1805. DR. D. MASTHAN:
SHRI RAJ MOHINDER SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether trains in the country are being run through electricity, diesel and coal;

†Original Notice of the question was received in Hindi.